

The Hong Kong Daily Press.

No. 6014 號四千零六十一

日三月正年丁午

HONGKONG, WEDNESDAY, MARCH 7TH, 1877.

三拜禮

號七月三英

港香

[PRICE \$2 PER MONTH.]

Arrivals.

Notices of Firms.

NOTICE.
THE INTEREST AND RESPONSIBILITY OF MR. JOHN T. A. ALEXANDER, in our Firm, CEASED on 31st ultmo., JOHNSTON & CO.

TO LET.
THE UPPER PORTION of Nos. 43 and 44, QUEEN'S ROAD.

Apply to DOUGLAS LAPRAIK & CO.

of 1864, Hongkong, 11th January, 1877.

NOTICE.
THE PARTNERSHIP hitherto existing between the Undersigned, under the firm of G. RAYNAL & CO. at this port, has THIS DAY been DISSOLVED by mutual consent.

GUSTAV RAYNAL,
CARL MILISCH

Sm 34 Macao, 1st January, 1877.

NOTICE.
MR. FERNAND NISSEN has been com-

pelled to retire from our Firm as a consequence of failing health, and his INTEREST and RESPONSIBILITY CEASED on the 31st Decem-

ber, 1876. We have THIS DAY RE-OPENED a Branch of our Firm at Canton.

SIEMSEN & CO.

Sm 12 Hongkong, 1st January, 1877.

NOTICE.
WE have appointed AGENTS for the AMERICAN SHIPMasters' ASSOCIA-

TION, ARTHUR KARBERG & CO.

of 216 Hongkong, 2nd February, 1877.

NOTICE.
I HAVE THIS DAY established myself at THE POLENT MECHANT and COMM.

MISSION AGENT, J. ALEXANDER.

Sm 41 Amoy, 1st January, 1877.

NOTICE.
MR. WM. C. HOWLAND is authorized to SIGN our Firm's NAME per procura-

tion. WILLIAMS & CO.

Sm 1988 Swatow, December 1st, 1876.

NOTICE.
THE PARTNERSHIP hitherto existing be-

tween the Undersigned under the name of MESTERN and HULSE has THIS Day been DISSOLVED by lapse of time, and the Signature of the Firm will henceforth be used for the liquidation only.

J. C. MESTERN,
W. HULSE

Sm 13 Canton, 31st December, 1876.

NOTICE.
THE INTEREST and RESPONSIBILITY of MR. HENRY SUTTON in our Firm CEASED on the 31st January, 1877.

The Business will continue under the Name of MOALLE & CO.

Sm 237 Amoy, 6th February, 1877.

VICTORIA DISPENSARY.

TO LET.
SHARP, TOLLER, and JOHNSON,

19, Hongkong, 1st January, 1877.

A FIRST-CLASS GRANITE GODOWN

on the Praya, Wan-chai.

TO LET.
OLYMPIA & CO.

1453 Hongkong, 1st March, 1877.

CUTLER, P. A. L. M. E. B. & CO.'S CELEBRATED WINES.

We have secured some Excellent Wines and Cognacs of the well-known shippers, CUTLER, PALMER & CO., and invite comparison with any and all other brands.

We have to offer:

Per 1 doz. quarts.

CUTLER, PALMER & CO.'S CHAMPAGNE, \$15.

CUTLER, PALMER & CO.'S BOHEMIAN, \$6.50.

CUTLER, PALMER & CO.'S CHATEAU MOUTON, \$12.

CUTLER, PALMER & CO.'S CHATEAU LARCHE, \$7.

CUTLER, PALMER & CO.'S ST. JULIEN, \$6.

CUTLER, PALMER & CO.'S CANTENO, \$5.50.

CUTLER, PALMER & CO.'S MEDOC, \$4.50.

CUTLER, PALMER & CO.'S HAUT-SIEN-TZU, \$9.

CUTLER, PALMER & CO.'S SHERBY, \$10.25.

CUTLER, PALMER & CO.'S SHEEPY, \$9.

CUTLER, PALMER & CO.'S PARIS, \$6.50.

CUTLER, PALMER & CO.'S MARSHAL, \$6.50.

CUTLER, PALMER & CO.'S VILLENA, \$6.50.

CUTLER, PALMER & CO.'S MARSHAL, \$6.50.

CUTLER, PALMER & CO.'S VILLENA, \$6.50.

CUTLER, PALMER & CO.'S COGNAC 3 star, \$8.

CUTLER, PALMER & CO.'S COGNAC 5 star, \$8.

CUTLER, PALMER & CO.'S COGNAC 8 star, \$10.50.

CUTLER, PALMER & CO.'S COGNAC 12 star, \$12.

CUTLER, PALMER & CO.'S COGNAC 18 star, \$15.

CUTLER, PALMER & CO.'S COGNAC 24 star, \$18.

CUTLER, PALMER & CO.'S COGNAC 30 star, \$22.

CUTLER, PALMER & CO.'S COGNAC 36 star, \$25.

CUTLER, PALMER & CO.'S COGNAC 42 star, \$30.

CUTLER, PALMER & CO.'S COGNAC 48 star, \$35.

CUTLER, PALMER & CO.'S COGNAC 54 star, \$40.

CUTLER, PALMER & CO.'S COGNAC 60 star, \$45.

CUTLER, PALMER & CO.'S COGNAC 66 star, \$50.

CUTLER, PALMER & CO.'S COGNAC 72 star, \$55.

CUTLER, PALMER & CO.'S COGNAC 78 star, \$60.

CUTLER, PALMER & CO.'S COGNAC 84 star, \$65.

CUTLER, PALMER & CO.'S COGNAC 90 star, \$70.

CUTLER, PALMER & CO.'S COGNAC 96 star, \$75.

CUTLER, PALMER & CO.'S COGNAC 102 star, \$80.

CUTLER, PALMER & CO.'S COGNAC 108 star, \$85.

CUTLER, PALMER & CO.'S COGNAC 114 star, \$90.

CUTLER, PALMER & CO.'S COGNAC 120 star, \$95.

CUTLER, PALMER & CO.'S COGNAC 126 star, \$100.

CUTLER, PALMER & CO.'S COGNAC 132 star, \$105.

CUTLER, PALMER & CO.'S COGNAC 138 star, \$110.

CUTLER, PALMER & CO.'S COGNAC 144 star, \$115.

CUTLER, PALMER & CO.'S COGNAC 150 star, \$120.

CUTLER, PALMER & CO.'S COGNAC 156 star, \$125.

CUTLER, PALMER & CO.'S COGNAC 162 star, \$130.

CUTLER, PALMER & CO.'S COGNAC 168 star, \$135.

CUTLER, PALMER & CO.'S COGNAC 174 star, \$140.

CUTLER, PALMER & CO.'S COGNAC 180 star, \$145.

CUTLER, PALMER & CO.'S COGNAC 186 star, \$150.

CUTLER, PALMER & CO.'S COGNAC 192 star, \$155.

CUTLER, PALMER & CO.'S COGNAC 198 star, \$160.

CUTLER, PALMER & CO.'S COGNAC 204 star, \$165.

CUTLER, PALMER & CO.'S COGNAC 210 star, \$170.

CUTLER, PALMER & CO.'S COGNAC 216 star, \$175.

CUTLER, PALMER & CO.'S COGNAC 222 star, \$180.

CUTLER, PALMER & CO.'S COGNAC 228 star, \$185.

CUTLER, PALMER & CO.'S COGNAC 234 star, \$190.

CUTLER, PALMER & CO.'S COGNAC 240 star, \$195.

CUTLER, PALMER & CO.'S COGNAC 246 star, \$200.

CUTLER, PALMER & CO.'S COGNAC 252 star, \$205.

CUTLER, PALMER & CO.'S COGNAC 258 star, \$210.

CUTLER, PALMER & CO.'S COGNAC 264 star, \$215.

CUTLER, PALMER & CO.'S COGNAC 270 star, \$220.

CUTLER, PALMER & CO.'S COGNAC 276 star, \$225.

CUTLER, PALMER & CO.'S COGNAC 282 star, \$230.

CUTLER, PALMER & CO.'S COGNAC 288 star, \$235.

CUTLER, PALMER & CO.'S COGNAC 294 star, \$240.

CUTLER, PALMER & CO.'S COGNAC 300 star, \$245.

CUTLER, PALMER & CO.'S COGNAC 306 star, \$250.

CUTLER, PALMER & CO.'S COGNAC 312 star, \$255.

CUTLER, PALMER & CO.'S COGNAC 318 star, \$260.

CUTLER, PALMER & CO.'S COGNAC 324 star, \$265.

CUTLER, PALMER & CO.'S COGNAC 330 star, \$270.

CUTLER, PALMER & CO.'S COGNAC 336 star, \$275.

CUTLER, PALMER & CO.'S COGNAC 342 star, \$280.

CUTLER, PALMER & CO.'S COGNAC 348 star, \$285.

CUTLER, PALMER & CO.'S COGNAC 354 star, \$290.

CUTLER, PALMER & CO.'S COGNAC 360 star, \$295.

CUTLER, PALMER & CO.'S COGNAC 366 star, \$300.

CUTLER, PALMER & CO.'S COGNAC 372 star, \$305.

CUTLER, PALMER & CO.'S COGNAC 378 star, \$310.

CUTLER, PALMER & CO.'S COGNAC 384 star, \$315.

CUTLER, PALMER & CO.'S COGNAC 390 star, \$320.

CUTLER, PALMER & CO.'S COGNAC 396 star, \$325.

CUTLER, PALMER & CO.'S COGNAC 402 star, \$330.

CUTLER, PALMER & CO.'S COGNAC 408 star, \$335.

CUTLER, PALMER & CO.'S COGNAC 414 star, \$340.

CUTLER, PALMER & CO.'S COGNAC 420 star, \$345.

CUTLER, PALMER & CO.'S COGNAC 426 star, \$350.

CUTLER, PALMER & CO.'S COGNAC 432 star, \$355.

CUTLER, PALMER & CO.'S COGNAC 438 star, \$360.

CUTLER, PALMER & CO.'S COGNAC 444 star, \$365.

CUTLER, PALMER & CO.'S COGNAC 450 star, \$370.

NOW READY FOR SALE.
THE CHRONICLE AND DIRECTORY
FOR 1877.
(With which is incorporated "THE CHINA
DIRECTORY".)

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the Best and Most Reliable Sources, and no pains have been spared to render it COMPLETE IN EVERY RESPECT.

It contains—

THE DIRECTORY FOR HONGKONG.

THE DIRECTORY FOR CANTON.

THE DIRECTORY FOR WHAMPOA.

THE DIRECTORY FOR MACAO.

THE DIRECTORY FOR HUINOW.

THE DIRECTORY FOR SWATOW.

THE DIRECTORY FOR AMOY.

THE DIRECTORY FOR FORMOSA.

THE DIRECTORY FOR FOOCHEW.

THE DIRECTORY FOR NINGPO.

THE DIRECTORY FOR SHANGHAI.

THE DIRECTORY FOR CHINKIANG.

THE DIRECTORY FOR KIUKIANG.

THE DIRECTORY FOR HANKOW.

THE DIRECTORY FOR CHEFOO.

THE DIRECTORY FOR TAKU.

THE DIRECTORY FOR TIENSIN.

THE DIRECTORY FOR NEWCHIANG.

THE DIRECTORY FOR PEKING.

THE DIRECTORY FOR JAPAN.

THE DIRECTORY FOR PHILIPPINES.

THE DIRECTORY FOR SAIGON.

THE DIRECTORY FOR HAIPHONG.

THE DIRECTORY FOR HANOI.

THE DIRECTORY FOR SINGAPORE.

THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong, the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chrono-

logical record of

PLAN OF VICTORIA, HONGKONG;

THE FOREIGN SETTLEMENTS OF

SHANGHAI;

Chrono-lithograph Plate of the NEW

CODE OF SIGNALS in use at the

PEAK;

Also of the various HOUSE FLAGS

(Designed expressly for the Work);

and

MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public,

Morality, and General Offices.

It is published in two forms—Complete at \$5 or, with the Lists of Residents, Port Directories, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, where it is published, or to the following Agents:—

MACAO.....Mr. L. A. de Graca.

SWATOW.....Messrs. Campbell & Co.

AMOY.....Messrs. Wilson, Nichols & Co.

FORMOSA.....Messrs. Wilson & Co.

FOOCHEW.....Messrs. Heale & Co.

NINGPO.....Messrs. Kelly & Walsh, Shanghai.

SHANGHAI.....Messrs. Kelly & Walsh.

HANKOW.....Messrs. Hall & Holtz, and Kelly Rivers Ports

& Walsh, Shanghai.

CHEFOO.....Messrs. Hall & Holtz and Kelly Rivers Ports

NEWCHIANG.....Messrs. Hall & Holtz, and Kelly Rivers Ports

PEKING.....Messrs. Hall & Holtz, and Kelly Rivers Ports

YOKOHAMA.....Messrs. Kelly & Walsh, Shanghai.

NAGASAKI.....The C. and J. Trading Co.

HOKKAIDO, OSAKA, THE C. and J. Trading Co.

YOKOHAMA.....Messrs. Lane, Crawford & Co.

MANILA.....Mr. O. D. Moss, Japan Gazette.

SINGAPORE.....Messrs. H. Bloom, London.

BANGKOK.....Mr. P. A. G. G. Jackson, London.

LONDON.....Mr. Geo. Street, 20, Queen's Gate, London.

NEW YORK.....Messrs. L. P. Fisher, 21, Merchants' Exchange.

NEW YORK.....Messrs. S. M. Pottingill & Co.

97, Park Row.

NOTICE:

A. S. WATSON AND CO.,

FAMILY AND DISPENSING

CHIMISTS.

By Appointment to His Excellency the Governor and the Royal Highness the Duke of EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS,

PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUPPLY,

AND

ABRATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED

PASSAGE-BOATS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or

HONGKONG DISPENSARY.

The Imperial Decree published in the Peking Gazette of the 1st February is worthy of note as being the first spontaneous recognition by the Chinese Government of the rights of native Christians. Illiteracy the proselytes to Christianity have been placed at a disadvantage, and subjected to a good deal of persecution in the best of times; while periodically fierce outbreaks of intolerance have occurred, of which the recent spiritual outrages in Szechuan are examples. What has been, the real motive of the Peking Government in pronouncing this Decree is not easy to determine. But it appears reasonable to connect it with the negotiations on the Manchu Affair. In the first place, it must, by this time, have occurred to the Government that it is really of great importance, if

it would keep free from collision with foreign Powers for the future, that foreigners in China should enjoy absolute immunity from all interference, freedom from insult, and security both of life and property. In order that this shall be guaranteed to them, it is most necessary that no religious feeling should be stirred up, and that the people to not incite to make hostile demonstrations against the missionaries and their converts. The Government has, it is well known, no liking for the missionaries, whether Protestant or Catholic, but it now sees the importance of leaving them in peace, and consequently allowing their converts to go undisturbed. The literati and lower officials have usually been at the bottom of the outrages committed on the native Christians, who would otherwise have been unmolested. The Government has so much trouble in connection with the complications brought about by the persecution of the native Christians that the Decree has probably been issued for the purpose of removing all cause for them in the future. At all events, it is satisfactory to find that the Christians are thus accorded by Imperial Decree, equality with the other subjects of the Emperor, the more so as it would appear to have been conceded without any pressure from without, having been brought to bear upon the Government of Peking.

Turning to the Decree itself, that document, as usual, abounds in self-praise and laudation of the goodness of the paternal despotism that sways the reins of power. The first sentence reads very much like the false eulogium of mandarin life, intercessions and charity for which the Emperor has already become famous. It is as follows:—"The overflowing abundance of the State's compassionate regard is diffused over every part of the Imperial dominion; and, as far as I am concerned, nothing can be done to remove the suffering of the people." The second sentence reads:—"The junk people treated us very well. The people in the skiffs were picked up on the same day we went, but were not landed until the next day. They were not compelled to go on board. They were given what I did not understand, and wanted me to put something on a paper." Joseph Chamberlain, chief mate, said—"I hold a master's certificate, but lost it at the week. I joined the *Levy Gales* in January, 1876, in London. The boatswain and I kept watch, and the *Levy Gales* was towed off again. The captain of the *Levy Gales* told us that he had got off again. The crew of the *Levy Gales* did not appear to be very anxious. When he passed her we saw a very good wind. The captain of the *Levy Gales* was relieved by the boatswain. We were not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get a anchor out. The crew of the *Levy Gales* was not more than fifteen feet. She was very good wind. On the night of the 10th I was relieved by the boatswain. The captain was away. I was not on deck then, but he went up to the hatch, and said he was going to get

